(e) if so, the steps taken to improve the liquidity position of Railways?

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF):

(a) The working expenses of Railways daring the last three years are as under:-

Year	Figs in crores of Rs.
1991-92	12572.79
1992-93	14159.30
1993-94 (Provisional)	15260.97

(b) The income earned by the Railways during the same period are as under; -

Year	Figs. in crores of Rs.
1991-92	14113.74
1992-93	16114.73
1993-94 (Provisionsl)	18370.14

(e) The income of the railways is more than expenditure, so there is no widening gap between expendi ture and income.

(d) and (e) Do not arise.

Revenues Earned from Passengers Travelling in Seco??d CJa~s| Sleeper Class

2234. SHRI SURESH PACHOURI: Will the Minister of RAILWAYS he pleased to state:

(a) whether it is a fact that majority of passengers travel by second class and sleeper class and Railways earn major share of its revenue from these passengers;

(b) if so, what are the plans to provide comfortable journey to these passengers;

(c) whether the sleeper coaches are provided with all facilities thro, ughout the country;

(d) whether Railways conduct surprise checks to ensure proper upkeep of these coaches during journey; and

(e) .if so, tha details thereof?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): (a) Yes, Sir.

(b) Amenities are provided uniformly in all the coaches as per the recommendations of Passenger Amenities Committee, In addition, instructions already exist for provision of one TTE for each sleeper class coach in non-vestibuled train and one TTE for two sleeper class coaches in vestibuled trains in order to prevent the entry of unauthorised passengers. During summer adequate arrangements for drinking water are also made in the coaches.

(c) Yes, Sir, However avalability of such facilities ig adversly affected at times specially on passenger trains particularly in areas having severe law and order problem.

(d) nnd (e) Yes. Sir. Regular cheeks are conducted including at officer^ level t_0 ensure proper up keep of coaches.

Cost Iron Sleepers

2?,35. SHRI DIGVIJAY SINGH: Will Ihe Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the Safety Standard Committee of Railways recommended in 1991 that Cast Iron Sleepers are not fit for carrying heavy loads as the train cannot move

iasj; and the electric engines can not move on that;

(b) -whether the committee had also recommended other disqualities oi ihe said sleeper including limitation of its life up to 15 years; and

(c) if so, what are the reasons that the Railway Board had ordered to purchase fifteen Iakh of sach sleepers despite the recommendation of the Safety Standard Committee on a much higher price?

THE MINISTER OF RAILWAYS (SHRL C K. JAFFER SHARIEF): (a) No Committee by the name Safety Standard Committee of Railways, 1991 was constituted. However, a Committee o'f three Directors of Railway Board was constituted on 19.12.88 to put up a detailed document and action plan regarding use of FRC sleepers vis-a-vis CST-9 sleepers. The Committee recommended that concrete sleepers should be used on A & B routes where the speed will be 130 Kms. per hour and above and having traffic density of more than 10 GMT and carrying heavy axle loads. For all other routes where the speed is going to be less than 130 Kms. per hour. CST-9 sleepers should be used as they are more economical.

(b) The Committee stated tliat the life expetancy of CST-9 sleepers is 212.5 years. No other disqualities were mentioned by the Committee.

(ic) Based upon the requirement of Zonal Railways, orders for purchase of 1,40,000 tonnes of CST-9 sleepers over a period of more than two years have been placed on various manufacturers. 'These sleepers will be used on sections where the speed is going to be less than 130 Kms. per hour, or for casual renewals to maintain the tracks in safe condition.

...Proposal to privatise city booking.. agencies

2236, SHRI KRISHNA KUMAR BIRLA; Will the Minister of RAIL WAYS ibe pleased to state:

(a) whether Government have any proposal under its consideration to privatise city booking agencies;

(b) if s0) whether such a step will create Mackmarketing of railway tickets;

(c) if BO, the reasons therefor;

(d) whether Government propose to review its functioning on booking to minimise the rush; and

(e) if so, the details thereof?

THE MTNISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) to (c) City Booking Agenices are already privatised and are run on Contract. Generally these agencies predominantly deal with unreserved tickets where there is practically no scope for black marketing. Watch is kept on th e City Booking Agencies for their proper functioning as per the terms of the contract.

(d) Bassd on requirements, additional booking windows are opened and the working hours of the existing windows are extended to reduce the rush.

(e) Dots rot arise •

Non.implementation of the Report of the Railway Fare and Freight Committee

2237. SHRI RAMDAS AGARWAL:
SHRI SATISH AGARWAL:

Will the Minister of RAILWAYS be please to state:

(a) whether it is a if act that the Report of the Railway Fare and Freight Committee which was submitted to Government in December last is stil] lying in cold storage as reported